

SAN ANTONIO PLANNING COMMISSION

α

PUBLIC NOTICE SUPPLEMENT

α

In addition to other scheduled items to be heard by the Planning Commission at its April 26, 2006 meeting, the Commission will be asked to consider the following item:

PLAT:

Council District
Ferguson Map Grid

- | | | | |
|-----------|--|---|---------|
| 1. 050309 | Park Hill at the Heights at S. O. PUD POD B, U1 | 9 | 482 D-1 |
| | (Northeast of the Hardy Oaks and Wilderness Oaks intersection) | | |

Note: This item was placed on the agenda after the regular packet was printed.

THE DEVELOPMENT AND BUSINESS SERVICES BUILDING IS WHEELCHAIR ACCESSIBLE. HANDICAP PARKING SPACES ARE LOCATED ON THE SOUTH SIDE OF THE BUILDING. AUXILIARY AIDS AND SERVICES ARE AVAILABLE UPON REQUEST. INTERPRETERS FOR THE DEAF MUST BE REQUESTED AT LEAST 48 HOURS PRIOR TO THE MEETING BY CALLING 207-7245 VOICE/TDD.

**PLANNING COMMISSION
REPLAT & SUBDIVISION PLAT**

AGENDA ITEM NO: _____ April 26, 2006

PARK HILL AT THE HEIGHTS
AT S. O. PUD, POD B U-1
SUBDIVISION NAME

MAJOR PLAT

050309

PLAT #

COUNCIL DISTRICT: 9

FERGUSON MAP GRID: 482 D1

OWNER: Jerbo/San Ann Land Ltd. by James O'Brien

ENGINEER: Jack Johnson Company by Jack Johnson

CASE MANAGER: Dustin R. Finley, Planner II

Date filed with Planning Commission: April 20, 2006

Location: Approximately 1078 feet Northeast of the Hardy Oaks & Wilderness Oak intersection.

Services Available: Bexar Met Water and SAWS Sewer

Zoning: R-6 PUD ERZD Residential, Planned Unit Development, Edwards Recharge Zone District

Plat is in accordance with:

MDP/POADP #358C, The Heights at Stone Oak accepted on April 27, 1998

PUD # 98-027F, The Heights at Stone Oak approved on November 23, 2005.

Proposed Use: Single-family residential

APPLICANT'S PROPOSAL:

To plat 46 lots with 2,906 linear feet of private street, all consisting of 19.60 acres.

DISCUSSION:

The Department of Development Services has cited: Sections 35-506 (D) (5) and 35-506 (f) of the UDC regarding Intersection Sight Distance and Street Intersections. The AASHTO guidelines for the intersection of Evans Oak Lane and Shannon Circle require a clear sight line of 335 to the left and right at this intersection. The development allows for a sight distance greater than 335 feet to the right and approximately 240 feet to the left. In projected low volume traffic situations, AASHTO allows for clear vision areas based upon a stopping sight distance of 200 feet at 30 miles per hour. The engineer is projecting minimal traffic at this intersection and is exceeding the AASHTO requirements by approximately 40 feet. In regards to the variance being requested for an offset of intersections within the subdivision that is less than 175 feet, which is the requirement in the UDC, there are 2 intersections located approximately 90 feet apart along the length of Park Hill Pass (the entrance street to POD B). While intersection offsets less than the minimum typically create safety concerns, several steps have been taken by the developer's engineer to alleviate such concerns for these two intersections, such as strategically placing stop signs in a manner to facilitate the flow of traffic making left turns & placing an island between the intersections in order to further minimize the possibility of left turn conflicts. Based upon the measures taken by the developer's engineer to address safety concerns & reduce traffic conflicts the City of San Antonio Department of Development Services does not offer any objection to the approval of this variance.

This plat lies within the Edwards Recharge Zone District and has been reviewed by the Aquifer Studies Office of San Antonio Water Systems, as indicated in the attached report. No significant recharge features were observed on this site.

This plat meets all of the requirements for development over the recharge zone.

STAFF RECOMMENDATION:

Staff has reviewed the proposed plat and found it in conformance with the Unified Development Code with exception to the above-mentioned variance. With regards to the variance, staff does concur with the applicant's justification, therefore the Director of Development Services recommends approval of the variance and plat.



JACK JOHNSON COMPANY
Designing World Destinations

December 23, 2005

Roderick Sanchez
City of San Antonio, Development Services
1901 S. Alamo Street
San Antonio, Texas

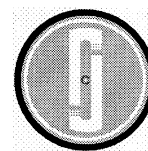
RE: Park Hill at the Heights at Stone Oak, Pod B Unit 1, Plat # 050309
Request for variance to centerline offset of intersections.

Dear Mr. Sanchez:

Recently the revised P.U.D. #98-027F for The Heights at Stone Oak was approved by the planning commission with a condition that the plat be brought forward with variances rather than administrative exceptions for the intersection distance less than 175' at intersection B6 (as required by UDC 35-506(f) Street Intersections). We have been working with Mr. Richard Chamberlin and his staff for the last six months during the plat review process to find solutions for this issue and do very much appreciate all their time and constructive comments thus far. However, I think a little background information may help you better understand why the subdivision design turned out the way they did, and therefore why I am now writing you this letter asking for an approval recommendation to the planning commission for this variance.

During previous development phases of this project, a sanitary sewer lift station, force main and sanitary gravity line was constructed through the middle of Pod B to serve other portions of the project and would eventually serve this phase. The force main and gravity line was designed and installed to follow the road alignment from the approved P.U.D. Plan 98-027E. Included is a copy of the old approved P.U.D. Plan 98-027E labeled Exhibit "A" for your reference. This approved P.U.D. plan called for one major access point off of Heights Blvd. into the project at intersection B6 and a secondary/emergency access point at intersection B1. Essentially, the subdivision was one very long cul-de-sac street with a couple of minor cul-de-sacs branching off it. This plan has two major concerns. First, was the limited number of inter-subdivision street connections and second was intersection B5. Intersection B5 was on the inside of a rather shallow curve which would have had clear view easements that would have negatively impacted both building lots 75 and 80.

Since the force main is already installed, our new subdivision design had to follow the sewer alignment for the portion of the road that contained the force main. In order to create more street interconnection within the subdivision, the access point off of Heights Boulevard was moved towards the middle of Pod B frontage. (See Exhibit "B"). We also added an internal loop road, Crescent Place, to shorten the overall length of the Evans Oak Lane cul-de-sac and



to disperse the traffic flow patterns. But by making these design improvements two conflicts with the Unified Development Code (UDC) are created. In reviewing the intention of the UDC code we feel confident that our design not only meets the intent of these regulations but also ensures the public safety and welfare over any other design alternative including the design that was previously approved on the old P.U.D. plan.

On behalf of my client, James O'Brien of Jerbo San Ann Land, LP, I am requesting that the City of San Antonio grant a variance to the required centerline offset of intersections, as prescribed under section 35-506(f) of the City's Unified Development Code. I offer the following rationale to support this request presented in the format required by the City of San Antonio:

- **If the applicant strictly complies with the provisions of these regulations, he/she can make no reasonable use of his/her property.**

The proposed subdivision layout for Pod B Unit 1 is the best design taking into consideration the existing infrastructure, site topography and vegetation.

- **The hardship relates to the applicant's land rather than personal circumstances.**

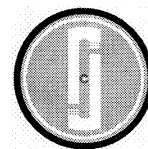
During previous development phases of this project, a sanitary sewer lift station, force main and sanitary gravity line was constructed through the middle of Pod B to serve other portions of the project and would eventually serve this phase. The force main and gravity line was designed and installed to follow the road alignment from the approved P.U.D. Plan 98-027E. Since the force main is already installed, our new subdivision design had to follow the sewer alignment for the portion of the road that contained the force main.

- **The hardships is unique, or nearly so, rather than on shared by many surrounding properties.**

The existing force main is unique to this subdivision. Since the force main is already installed, our new subdivision design had to follow the sewer alignment for the portion of the road that contained the force main.

- **The hardship is not the result of the applicant's own actions.**

As the Heights at Stone Oak developed the existing force main in Pod B Unit 1 was installed in order to complete other subdivisions within this project. The proposed subdivision layout for Pod B Unit 1 is the best design taking into consideration the existing infrastructure, site topography and vegetation. The occurrences leading up to the current situation are varied an result from the design and approval process over several years,



- **The granting of this variance will not be injurious to other property owners and will not prevent the orderly subdivision of other property in the area in accordance with these regulations.**

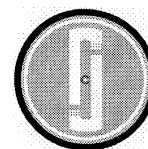
The Heights at Stone Oak development is the only property affected by this variance request.

Included is a copy of the old approved P.U.D. Plan 98-027E labeled Exhibit "A" for your reference. This approved P.U.D. plan called for one major access point off of Heights Blvd. into the project at intersection B6 and a secondary/emergency access point at intersection B1. Essentially, the subdivision was one very long cul-de-sac street with a couple of minor cul-de-sacs branching off it. This plan has two major concerns. First, was the limited number of inter-subdivision street connections and second was intersection B5.

Intersection B6 is required by "UDC 35-506(f), to be at least 175 ft apart from all other intersections. The intersection of Park Hill Drive and Crescent Place to the intersection of Park Hill Drive and Evans Oak Lane as currently designed is approximately 90 ft. According to Chapter 9 of the AASHTO's – A Policy on Geometric Design of Highways and Streets this required distance is set to allow for an adequate functional area on the approach to an intersection. There are three basic elements: (1) perception-reaction distance, (2) maneuver distance, and (3) queue-storage distance that are combined together to provide for this functional area at intersection approaches.

In the case of intersection B6: (1) the perception-reaction distance is greater than 175 ft. Since there is a common area southwest of lot 79 that allows someone turning right from Evans Oak Lane onto Park Hill Drive has over 175 ft. of sight distance. Someone turning left from Evans Oak Lane onto Park Hill Drive also has more than 175 ft. of sight distance because Park Hill drive has a 80' wide right-of-way which taken with the distance between intersections B6 and Park Hill Drive and Evans Oak Lane is greater than 175 ft. (2) the intersection does not have a left-or right-turn lane, so there is not a required maneuver distance, and (3) Park Hill Dr. does not have a stop sign at the intersection with Crescent Place therefore no queue storage distance is required. We feel that the intent of the 175' spacing requirement is met.

In order to create more street interconnection within the subdivision, the access point off of Heights Boulevard was moved towards the middle of Pod B frontage. (See Exhibit "B"). We also added an internal loop road, Crescent Place, to shorten the overall length of the Evans Oak Lane cul-de-sac and to disperse the traffic flow patterns. But by making these design improvements two conflicts with the Unified Development Code (UDC) are created. In reviewing the intention of the UDC code we feel confident that our design not only meets the intent of these regulations but also ensures the public safety and welfare over any other design alternative including the design that was previously approved on the old P.U.D. plan.



With the existing constraints placed on the design and alignment of the streets by the existing force main line we feel that our design not only meets the intent of these regulations but also ensures the public safety and welfare over any other design alternative including the design that was previously approved on the old P.U.D. plan. Any considerations and approvals you wish to extend will be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd Morrill'. The signature is fluid and cursive, with a large, sweeping 'M' and 'T'.

Todd Morrill

TM:lks

Enclosures

cc:

.

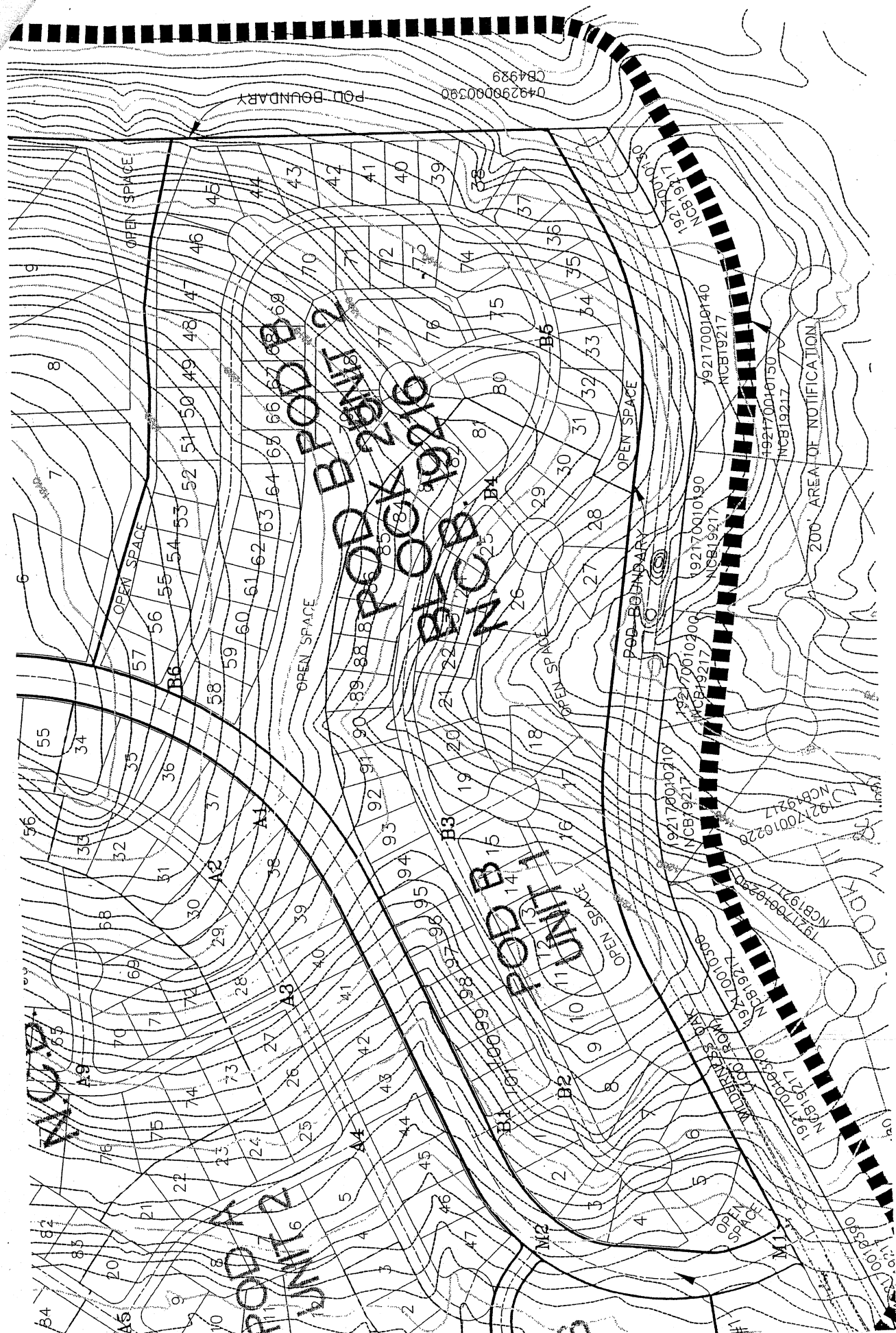


EXHIBIT "A"

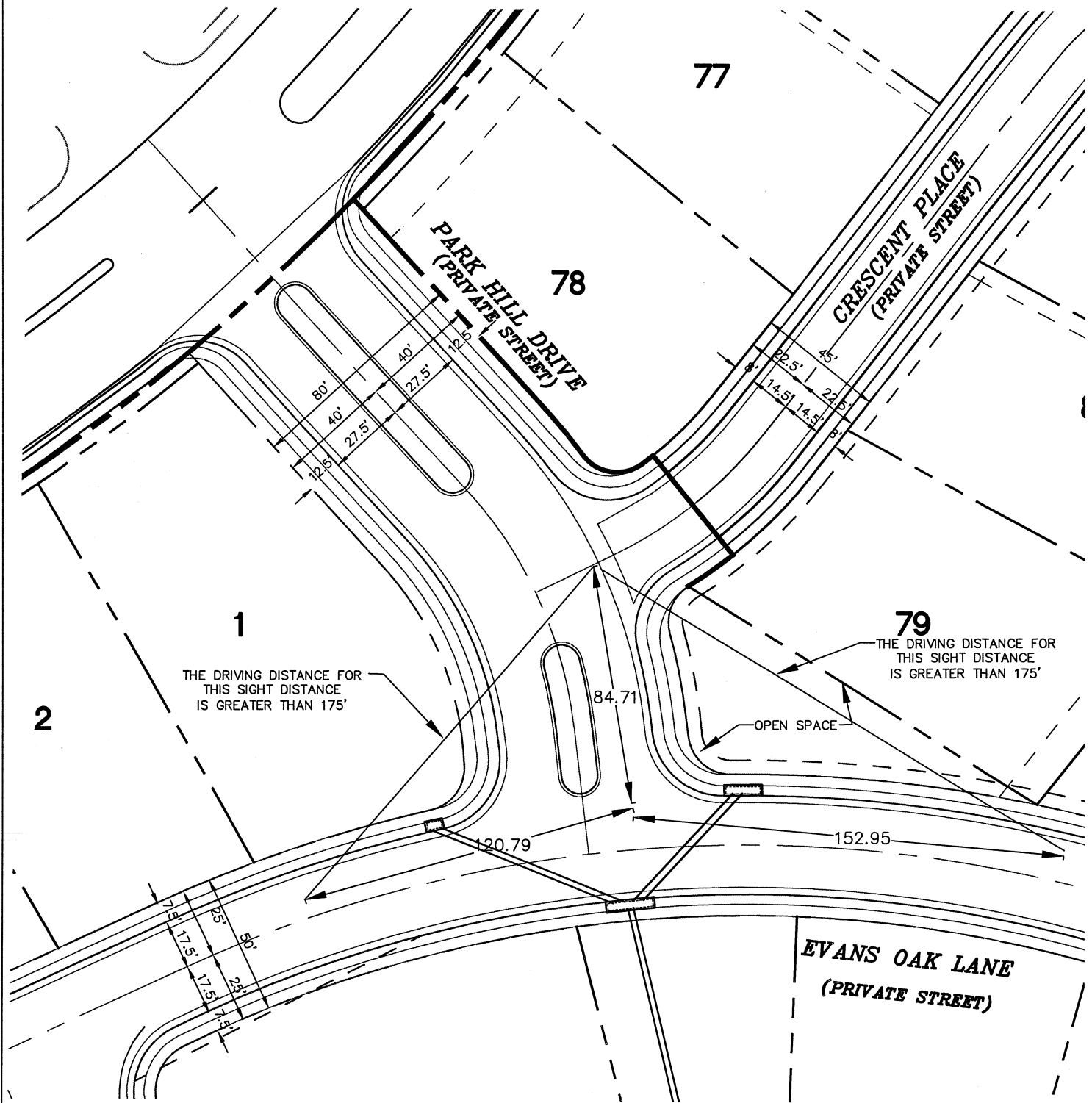


EXHIBIT "B"



SCALE 1"=50'



JACK JOHNSON COMPANY

Designing World Destinations

In-Person - 1777 Sun Peak Drive - Park City - Utah 84098
Telephone - 435.645.9000 - Facsimile - 435.649.1620
www.jackjohnson.com



The Heights

at Stone Oak

JERBO SAN ANN LAND, LP

24911 ESTANCIA, CIRCLE, SAN ANTONIO, TEXAS 78258
210-497-8980

INTERSECTION

B6

THE HEIGHTS AT STONE OAK PUD

POD B UNIT 1

SAN ANTONIO, BEXAR COUNTY, TEXAS

CITY OF SAN ANTONIO

Interdepartmental Correspondence Sheet

TO: Planning Commission through Director of Development Services

FROM: Development Services Department – Traffic Impact Analysis & Streets

COPIES TO: Correspondence File

SUBJECT: Heights at Stone Oak Pod B Unit 1 (Plat No. 050309)

DATE: April 20, 2006

The Development Services Department - Traffic Impact Analysis & Streets received and reviewed a letter dated December 23, 2005 from the engineer representing the owner of subject property, wherein a request for a variance to the Unified Development Code (UDC), Section 35-506(f)(Street Intersections) is made.


Response to Section 35-506(f)(Street Intersections) Variance: The development consists of 46 lots on 13.28 acres. The subdivision is located at Heights Boulevard north of Wilderness Oak. A variance is being requested for an offset of intersections within the subdivision that is less than 175 feet.


Along the length of Park Hill Pass (the entrance street to POD B) there are two intersections located approximately 90 feet apart. The UDC requires a centerline offset between intersections of 175 feet. While intersection offsets less than the minimum normally creates safety concerns about left turn conflicts, several steps have been taken by the engineer to relieve said concerns for these two intersections. The primary turning movement at the intersection of Crescent Place and Park Hill Pass should be to the right in order to exit the subdivision. Turning movements to the left should be limited which will reduce left turn conflicts. In addition, an island has been designed between the two intersections to minimize the possibility of left turn conflicts. As indicated in the variance request letter, no stop sign exists on Park Hill Pass at Crescent Place that would create queuing problems at the intersection of Evans Oak Lane. There appears to be adequate stopping and sight distance at the two intersections for vehicles turning onto Park Hill Pass from Evans Oak Lane. Drivers stopped on Crescent Place should be able to see all approaching motorists prior to starting turns in either direction.

Since the design of the two intersections with the presence of the island should not create vehicle conflict safety concerns, DSD – Traffic Impact Analysis & Streets ***does not offer any objection*** to the approval of this variance.

Sincerely;

☒ Concur ☐ Nonconcur:


Richard Chamberlin, P.E.
Senior Engineer
DSD – Traffic Impact Analysis & Streets


Sam Dent, P.E.
Chief Engineer
DSD-Engineering



JACK JOHNSON COMPANY
Designing World Destinations

December 23, 2005

Roderick Sanchez
City of San Antonio, Development Services
1901 S. Alamo Street
San Antonio, Texas

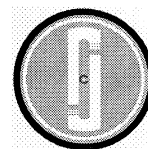
RE: Park Hill at the Heights at Stone Oak, Pod B Unit 1, Plat # 050309
Request for variance to Intersection Sight Distance.

Dear Mr. Sanchez:

Recently the revised P.U.D. #98-027F for The Heights at Stone Oak was approved by the planning commission with a condition that the plat be brought forward with variances rather than administrative exceptions for the clear vision easement (as required by UDC 35-506(d)(5) Clear Vision Easements). We have been working with Mr. Richard Chamberlin and his staff for the last six months during the plat review process to find solutions for this issue and do very much appreciate all their time and constructive comments thus far. However, I think a little background information may help you better understand why the subdivision design turned out the way they did, and therefore why I am now writing you this letter asking for an approval recommendation to the planning commission for this variance.

During previous development phases of this project, a sanitary sewer lift station, force main and sanitary gravity line was constructed through the middle of Pod B to serve other portions of the project and would eventually serve this phase. The force main and gravity line was designed and installed to follow the road alignment from the approved P.U.D. Plan 98-027E. Included is a copy of the old approved P.U.D. Plan 98-027E labeled Exhibit "A" for your reference. This approved P.U.D. plan called for one major access point off of Heights Blvd. into the project at intersection B6 and a secondary/emergency access point at intersection B1. Essentially, the subdivision was one very long cul-de-sac street with a couple of minor cul-de-sacs branching off it. This plan has two major concerns. First, was the limited number of inter-subdivision street connections and second was intersection B5. Intersection B5 was on the inside of a rather shallow curve which would have had clear view easements that would have negatively impacted both building lots 75 and 80.

Since the force main is already installed, our new subdivision design had to follow the sewer alignment for the portion of the road that contained the force main. In order to create more street interconnection within the subdivision, the access point off of Heights Boulevard was moved towards the middle of Pod B frontage. (See Exhibit "B"). We also added an internal loop road, Crescent Place, to shorten the overall length of the Evans Oak Lane cul-de-sac and



to disperse the traffic flow patterns. But by making these design improvements two conflicts with the Unified Development Code (UDC) are created. In reviewing the intention of the UDC code we feel confident that our design not only meets the intent of these regulations but also ensures the public safety and welfare over any other design alternative including the design that was previously approved on the old P.U.D. plan.

On behalf of my client, James O'Brien of Jerbo San Ann Land, LP, I am requesting that the City of San Antonio grant a variance to the required clear vision easement, as prescribed under section 35-506(d)(5) of the City's Unified Development Code. I offer the following rationale to support this request presented in the format required by the City of San Antonio:

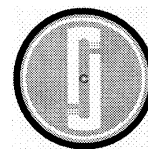
- **If the applicant strictly complies with the provisions of these regulations, he/she can make no reasonable use of his/her property.**

UDC 35-506(d)(5) refers to established guidelines outlined in AASHTO's - A Policy on Geometric Design of Highways and Streets to determine the length of the required intersection sight distance. Mr. Chamberlin and Mr. Friebele have decided that the design speed must be at least 30 mph and multiple control devices at the intersection (stop signs) cannot be used. The required design speed of 30 mph gives a site distance of 335' at intersection B6. As shown on Exhibit "C", this site distance requires a clear vision easement that would make it impossible to build a home on lot 59.

- **The hardship relates to the applicant's land rather than personal circumstances.**

During previous development phases of this project, a sanitary sewer lift station, force main and sanitary gravity line was constructed through the middle of Pod B to serve other portions of the project and would eventually serve this phase. The force main and gravity line was designed and installed to follow the road alignment from the approved P.U.D. Plan 98-027E.

We have looked at several different road alignments and redesign options. If the intersection is moved further to the east along Evans Oak Lane, it negatively increases the clear vision easement impact on the adjacent lots because of its location inside the curve. If the intersection is moved to the west, then portions of the site are not accessed with proper road frontage and therefore not useable. This would also increase the road grade of Crescent Place as it intersects with Evans Oak Lane and would disturb significantly more vegetation. If we realigned the road to intersect with Evans Oak Lane between lots 54 and 55, then the road length would be greater than 1200 LF between intersections, and therefore out of compliance with a UDC standard again.



- **The hardships is unique, or nearly so, rather than on shared by many surrounding properties.**

The existing force main is unique to this subdivision. Since the force main is already installed, our new subdivision design had to follow the sewer alignment for the portion of the road that contained the force main.

- **The hardship is not the result of the applicant's own actions.**

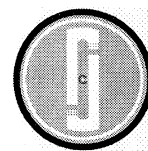
As the Heights at Stone Oak developed the existing force main in Pod B Unit 1 was installed in order to complete other subdivisions within this project. The proposed subdivision layout for Pod B Unit 1 is the best design taking into consideration the existing infrastructure, site topography and vegetation. The occurrences leading up to the current situation are varied an result from the design and approval process over several years,

- **The granting of this variance will not be injurious to other property owners and will not prevent the orderly subdivision of other property in the area in accordance with these regulations.**

The Heights at Stone Oak development is the only property affected by this variance request.

Mr. Chamberlin and Mr. Friebele had us look at the number of cars using this intersection to determine its potential use and traffic conflicts. Using the Institute of Transportation Engineers Trip Generation 6th ed. 1997, the PM peak hour trip generation for the intersection of Evans Oak Lane and Crescent Place was estimated to be 46 vehicles per hour. This averages one car every 1.3 minutes during the PM peak hour. The majority of the traffic is along Evans Oak Lane, which is the through lane. On average every 5.45 minutes a car approaches the intersection from the southbound direction along Crescent Place which is the controlled lane. See attached Exhibit "D" for PM weekday peak hour traffic generation calculations. Using this analysis, it is clear that this intersection will have minimal traffic conflicts with one car every 5.45 minutes. As Mr. Chamberlin stated, that the way the subdivision is laid out the most of the cars approaching the intersection heading south on Crescent Lane will be making a right turn to exit the neighborhood.

We are not requesting that the clear view easement to be removed completely. We are simply requesting that the hardship presented be considered and a shorter distance be required so that a home can be built on lot 59. Since Evans Oak Lane's location and elevation can not feasibly be changed, due to the sanitary sewer utilities already installed, the current intersection location is really the only one location where the intersection grades are fairly flat and disturbance to existing vegetation can be kept to a minimum.



With the existing constraints placed on the design and alignment of the streets by the existing force main line we feel that our design not only meets the intent of these regulations but also ensures the public safety and welfare over any other design alternative including the design that was previously approved on the old P.U.D. plan. Any considerations and approvals you wish to extend will be greatly appreciated.

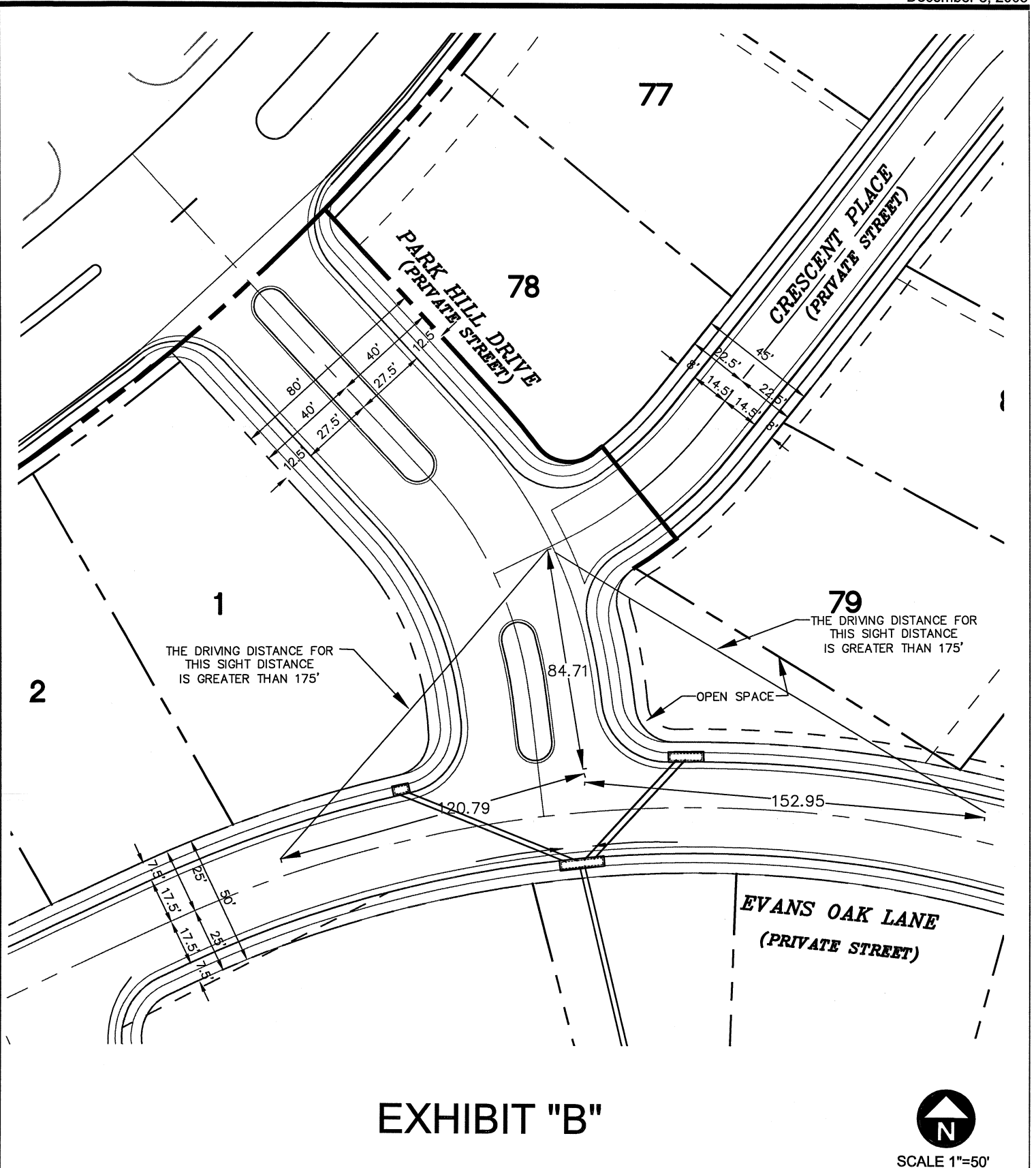
Sincerely,

Todd Morrill

TM:lks

Enclosures

cc:



JACK JOHNSON COMPANY

Designing World Destinations

In-Person - 1777 Sun Peak Drive - Park City - Utah 84098
Telephone - 435.645.9000 - Facsimile - 435.649.1620
www.jackjohnson.com



The Heights

at Stone Oak

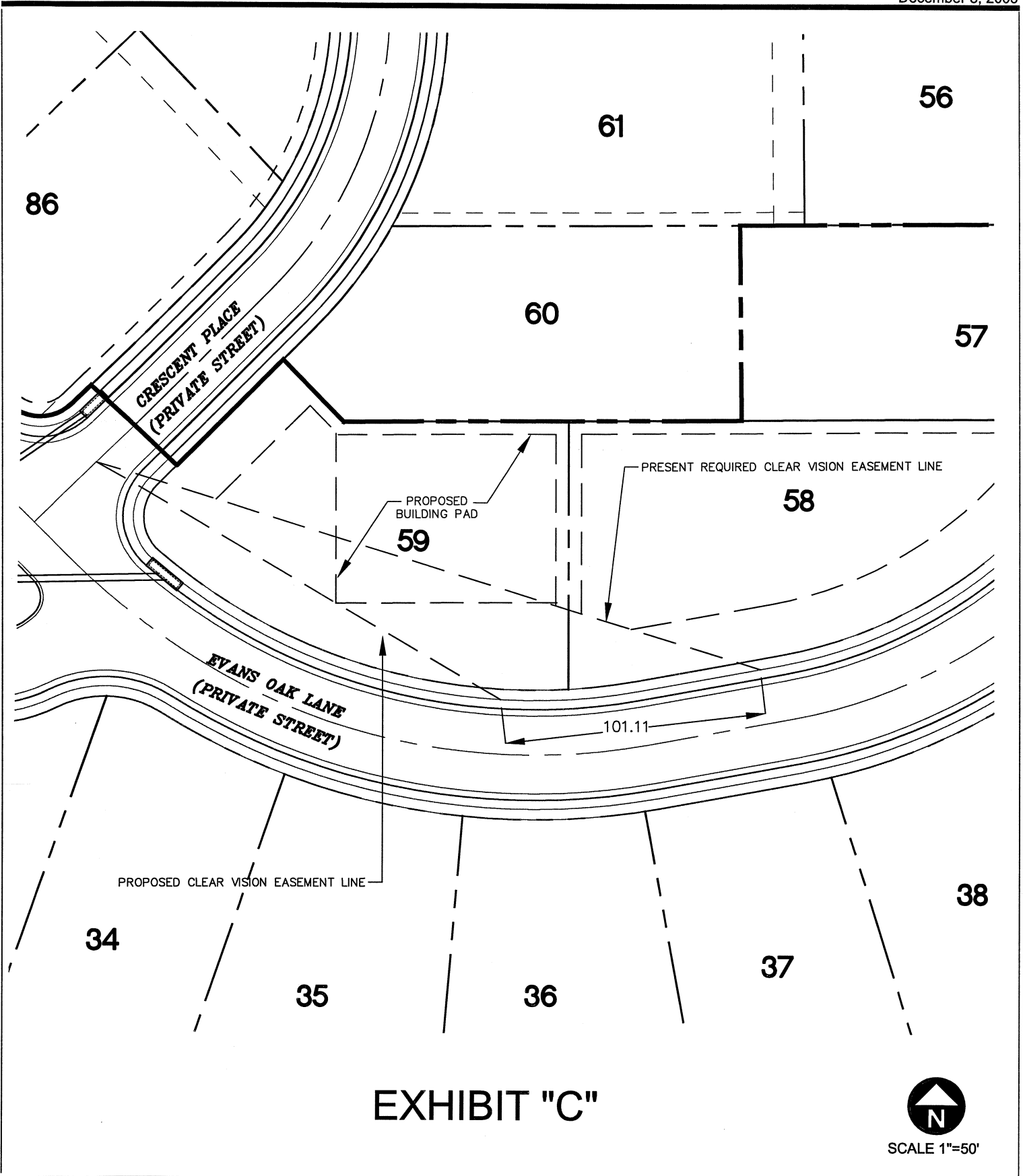
JERBO SAN ANN LAND, LP
24911 ESTANCIA, CIRCLE, SAN ANTONIO, TEXAS 78258
210-497-8980

**INTERSECTION
B6**

THE HEIGHTS AT STONE OAK PUD

POD B UNIT 1

SAN ANTONIO, BEXAR COUNTY, TEXAS



JACK JOHNSON COMPANY

Designing World Destinations

In-Person - 1777 Sun Peak Drive • Park City • Utah 84098
Telephone - 435.645.9000 • Facsimile - 435.649.1620
www.jackjohnson.com



The Heights

at Stone Oak

JERBO SAN ANN LAND, LP
24911 ESTANCIA, CIRCLE, SAN ANTONIO, TEXAS 78258
210-497-8980

LOT 59 CLEAR VISION EASM.

THE HEIGHTS AT STONE OAK PUD
POD B UNIT 1

SAN ANTONIO, BEXAR COUNTY, TEXAS

HEIGHTS AT STONE OAK
POD B

Exhibit "D"

PM WEEKDAY PEAK HOUR TRAFFIC GENERATION
12-15-05

| Trip Generation (Weekday PM ¹ Peak Hour) | | | | | | | | | |
|---|-----------|---------------|---------------------|-----------|-----------------------------|-----------|------------|-----------|-----------|
| Heights at Stone Oak Pod B | | | | | | | | | |
| Trip Generator ³ | | Occupancy (%) | ITE Trip Gen. Page# | Trips | | | | | |
| Description | Units | | | Trip Ends | Trip Ends Adj. ² | %Trips In | %Trips Out | Trips In | Trips Out |
| Residential | | | | | | | | | |
| Single-Family (Evans Oak Lane) | 27 | 100% | 267 | 35 | 35 | 64% | 36% | 22 | 13 |
| Single-Family (Crescent Place) | 7 | 100% | 267 | 11 | 11 | 64% | 36% | 7 | 4 |
| Total | 34 | - | - | 46 | 46 | - | - | 29 | 17 |

1) Assumed to be busiest travel time

2) As adjusted by occupancy

3) Trip generation values evaluated by means of Institute of Transportation Engineers Trip Generation 6th ed. 1997.

Specific Trip generation tables are referenced by page numbers above.

CITY OF SAN ANTONIO

Interdepartmental Correspondence Sheet

TO: Planning Commission through Director of Development Services

FROM: Development Services Department – Traffic Impact Analysis & Streets

COPIES TO: Correspondence File

SUBJECT: Park Hill at the Heights at Stone Oak Pod B Unit 1 (Plat No. 050309)

DATE: April 20, 2006

The Development Services Department - Traffic Impact Analysis & Streets received and reviewed a letter dated December 23, 2005 from the engineer representing the owner of subject property, wherein a request for a variance to the Unified Development Code (UDC), Section 35-506(d)(5)(Intersection Sight Distance) is made.


Response to Section 35-506(d)(5)(Intersection Sight Distance) Variance: The development consists of 46 lots on 13.28 acres. The subdivision is located at Heights Boulevard north of Wilderness Oak. A variance is being requested for a reduced clear vision easement at an internal subdivision intersection.


The AASHTO guidelines for the intersection of Evans Oak Lane and Shannon Circle require that a motorist, stopped at the stop sign on Shannon Circle be able to see a minimum of 335 feet to the left and right for oncoming vehicles before turning out onto the through street. The developer's engineer has provided clear vision for more than the required 335 feet to the right and has provided clear vision for approximately 240 feet to the left. In projected low volume traffic situations, AASHTO allows for clear vision areas based upon stopping sight distance which is 200 feet for vehicles traveling 30 miles per hour. The engineer is projecting minimal traffic and the clear vision easement on the plat has an intersection sight distance of 240 feet.

Based upon the clear vision easement provided and the limited probability of traffic conflict at this intersection, DSD – Traffic Impact Analysis & Streets ***does not offer any objection*** to the approval of this variance.

Sincerely;

☒ Concur ☐ Nonconcur


Richard Chamberlin, P.E.
Senior Engineer
DSD – Traffic Impact Analysis & Streets


Sam Dent, P.E.
Chief Engineer
DSD - Engineering



RECEIVED

LAND DEVELOPMENT
SERVICES DIVISION

4004 E. Main - 604 - DO Box 2440 - San Antonio, TX - 78209 2440 - 240-704-SAWWS